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INDIA, AUSTRALIA, &c., and for  
PRIVATE READERS AT THE  
OUTPOSTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
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With which is incorporated the  
CHINA OVERLAND TRADE REPORT  
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# Hongkong Daily Press.

ESTABLISHED 1857

THE  
DIRECTORY & CHRONICLE  
FOR 1909.  
Complete Edition ... \$10.00  
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Orders may be sent to the  
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No. 16,004.

號四零零千六萬一第

日二念月六年元統宣

HONGKONG, SATURDAY, AUGUST 7TH, 1909.

大拜禮

號七月八年九零百九千一英港香

PRICE, \$3 PER MONTH.

CALL  
AT  
**MOUTRIES'**  
FOR  
**THE PIANO**  
36 YEARS' EXPERIENCE.  
SATISFACTION GUARANTEED.

**S. MOUTRIE &  
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**KOWLOON HOTEL**

In honour of the 7th  
ANNIVERSARY OF THE CORONATION  
OF  
H.M. KING EDWARD THE VII.,  
A CORONATION DINNER.  
(Followed by an OPEN AIR CONCERT).  
On MONDAY, the 9th August, at 8 p.m.  
The famous 13th RAIPUTS BAND will  
perform during the Evening.

O. E. OWEN,  
Proprietor.

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
**SHEWAN TOMES & CO.,**  
General Managers.  
Hongkong, 29th April, 1908.

**PEAK TRAMWAYS  
LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.00 a.m.  
7.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
**NIGHT CARS.**  
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
every 15 minutes.

**SATURDAYS.**

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 noon. Every 15 minutes.

12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

**NIGHT CARS** at 8.45 p.m. & 9.00 p.m., 9.45 to  
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**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.

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General Managers.  
Hongkong, 1st April, 1909.

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**THE latest Method of the AMERICAN  
SYSTEM of DENTISTRY.**

33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907.

**SIEN TING**

**SURGEON DENTIST.**  
No. 10, D'AGUIAR STREET.

**TERMS VERY MODERATE.**  
Consultation Free.  
Hongkong, 21st September, 1905.

**LANE, CRAWFORD & CO.**

(TELEPHONE 97).

**"GRIFFIN EXTRAS"  
ASPARAGUS**

THE BEST IN THE MARKET

95 CENTS - PER TIN.

THIS ASPARAGUS IS PACKED WHERE GROWN AND  
PLACED IN THE CAN IMMEDIATELY AFTER CUTTING, THUS  
INSURING ALL ITS FRESHNESS AND DELICACY OF FLAVOUR.

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Hongkong, 14th July, 1909.



**KUPPER'S PILSENER  
BEER.**

THE LEADING BEER IN THE  
FAR EAST.

TELEPHONE No. 75.

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15, Queen's Road Central.

Hongkong, 21st July, 1909.

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PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

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Les Yeux qui Sourvent, by Henry Bordeaux.

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La Porte Etroite, by Andre Gide.

Nietzsche, by Daniel Lesueur.

La Route du Bonheur, by Yvonne Sarcey.

Autour de l'Amour, by Gaston Rageot.

Le Mari de La Comtesse, by Duvernois.

Les Sept Femmes de La Barbe Bleue, by  
Anatole France.

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Aus Einer Neuen Literatur, by Stefan V.

Kete.

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John de Rockefeller's Memoiren, by  
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Monogram Dies of two or three letters, or  
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OF CHARGE with order for one ream  
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Previous to this exceptional offer many  
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However, now that we have made the above  
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not have their Note Paper stamped, and we  
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opportunity.

A few samples of our High-Class Note  
Papers sent on application.

**CUTLER, PALMER & CO.,**

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

**BRANDY** ★ ★ ★ ★ - - - \$22.50

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**BLEND** - - - 10.50

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**BENEDICTINE, D.O.M.** - - - QRS. 40.00 PRS. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.,**

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A POWERFUL  
DISINFECTANT



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GERMICIDE.

**PULICIDE.**

MOST EFFECTIVE IN PREVENTING PLAGUE, CHOLERA, MALARIA, ETC.  
BY DESTROYING FLEAS, MOSQUITOS AND ALL NOXIOUS INSECTS  
AND VERMIN AND ALL DISEASE GERMS.

AS SUPPLIED TO AND RECOMMENDED BY THE SANITARY  
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GOVERNMENT OF INDIA.

**CHEAP. HARMLESS. CONVENIENT.  
EFFECTIVE.**

DIRECTIONS:—A teaspoonful (quarter pint) to be added to a pailful (three gallons) of water.  
To be used for washing floors, clothes, utensils, etc., etc.

**A. S. WATSON & CO.  
LIMITED.**

HONGKONG, CHINA AND MANILA.  
CHEMISTS BY APPOINTMENT TO  
HIS EXCELLENCY THE GOVERNOR.

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JUST LANDED:—

**EASTMAN'S KODAK FILMS.**

FOLDING CAMERAS FITTED WITH

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COMPOUND SHUTTERS

AT MODERATE PRICES.

**DEVELOPING & PRINTING**

A SPECIALITY.

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SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

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THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently  
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in  
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct  
Steamer Service by the S.S. "KORE MARU" and "SAIKO MARU" (2,877 tons each).

NORTH-BOUND.			
Leave	Arrive	Day	Day
Shanghai (Steamer)	Dairen	Thursday	Saturday or Sunday
Arrive—Dairen		Monday or Tuesday	Friday
Lv. — Mukden	11 a.m.	Sunday	Tuesday
Lv. — Mukden	8.50 p.m.	"	"
Lv. — Changchun	9.15 p.m.	"	"
Lv. — Changchun	5 a.m.	Monday	Wednesday
Lv. — Harbin (Russian Train)*	6.55 a.m.	"	"
Ar. — Harbin	3 p.m.	"	"

Connecting at Harbin with { State Express for Moscow. Wagon-Lite for Moscow. State Express for St. Pet'g.

SOUTH-BOUND.			
Leave	Arrive	Day	Day
Harbin (Russian Train)*	Changchun	9 p.m.	Tuesday
Lv. — Changchun	7 p.m.	"	"
Lv. — Mukden	7 p.m.	Wednesday	Friday
Lv. — Dairen	2.30 a.m.	"	"
Lv. — Shanghai (Steamer)	12.30 p.m.	"	"
Ar. — Shanghai	afternoon	Friday	Sunday

\*Russian Train time is 25 minutes earlier than S. M. R. time.

**TICKET AGENCIES**—The Company's Railway and Steamer Tickets are  
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.  
and Messrs. Thos. Cook & Son.

**RAILWAY HOTELS**—YAMATO HOTEL (Tel. Ad. "YAMATO")  
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the  
Company's management.

**FUSHUN COAL.**

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

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**"WHITE HORSE" WHISKY.**  
MACKIE & CO. DISTILLERS LTD.  
LAGAVULIN DISTILLERY, ISLAY.  
ESTAB. 1742.  
The GOLD MEDAL for Quality in the  
Franco-British Exhibition has been awarded to  
"WHITE HORSE" WHISKY.  
To His Majesty THE KING.  
By Royal Appointment.

Obtainable at all stores or from the SOLE AGENTS:

**LANE, CRAWFORD & CO. \$15 PER DOZ.**

NOTE:—Any persons proved guilty of re-filling our empty bottles with inferior Whisky  
will be prosecuted.

**HONGKONG HOTEL**

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
String Band Plays during TEA and Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.

Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.

Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.

Hongkong, 24th July, 1905.

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if  
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the  
MANAGER.

Hongkong, 24th July, 1905.

**"KINGSOLERE,"  
PRIVATE HOTEL.**

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "KINGSOLERE,"  
A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.

Proprietress, Mrs. G. SACHSE.

**"BRAESIDE,"  
PRIVATE HOTEL.**

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.

Telephone, No. 696.

Apply to—Mrs. F. W. WATTS.

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907.

**ORIENTAL HOTEL**

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEW, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort  
to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to  
M. MATTHEW, Proprietress.

Hongkong, 5th October, 1908.

**VICTORIA HOTEL**

SHAMHUN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMHUN."

SITUATED ON THE BRITISH CONCESSION.

**MACAO HOTEL.**

MACAO.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTER OF PRAYA GRANDE.

Both Hotels electrically lighted, and under  
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given  
to Tourists.

REASONABLE RATES.

WM. FARMER, Proprietor.

16233

**"BOA VISTA"**

(HOTEL-SANITARIUM OF SOUTH  
CHINA).

MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (S.S. Sui An and Sui Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to  
THE MANAGER.

1596

**THE  
GRAND HOTEL**

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situating in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE, Proprietor.

K. MAILLÉ, Proprietor.











## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Press Codes: A.B.C. 5th Ed. Lachet's. P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

**BELVEDERE**, 120, PLANTATION ROAD, PEAK, To Let Furnished, from Sept. 1st. Apply to—  
H. E. OAKLEY,  
as above.  
Hongkong, 7th August, 1909. [1052]

## TO LET.

**NO. 2, OLD BAILEY**. Immediate possession. Moderate Rental. Apply to—  
ARRATON V. APCAR & Co.,  
14, Des Vaux Road.  
Hongkong, 7th August, 1909. [1053]

## TO LET.

**IN NO. 6, DES VEAUX ROAD CENTRAL, OFFICES and GODOWN.** In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office, No. 9, PIDDAR'S HILL, a Commodious Five-Roomed Dwelling House with Servants' Quarters, next to the Masonic Club. Apply to—  
DAVID SASSOON & Co., Ltd.,  
Hongkong, 7th August, 1909. [1054]

## THE

## DAIRY FARM CO., LTD.

## CHOICE AUSTRALIAN

## RABBITS

75 CENTS EACH.

## HARES

\$1.50 EACH. [563]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

**"ALDENHAM."** Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at NOON. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 6th August, 1909. [1050]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

**"ARRATON APCAR."** having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 8th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 6th August, 1909. [1059]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains:  
Epitome of the Week's News.  
Leading Articles:  
Viceroys' Change of Visit to Hongkong.  
Affairs in Spain.  
The Lika Problem.  
The Trade of Hongkong.  
The Macao Improvement Scheme.  
Capital and Labour.

Random Reflections.  
Hongkong News.  
The Italian Convent.  
Sanitary Board.  
Dragon or Snake.  
Sad Drowning Fatality.

Supreme Court.  
The "Tamar" in Dock.  
Opium Seller's Scare.  
Big Opium Seizure at Manila.  
Canton News.

An Echo of the 1908 Typhoon.  
The Gold Mines of the Philippine Islands.  
The Chinese "Taxi-Cab".  
Correspondence:  
The University Scheme.

Hongkong as a Winter Resort.  
Far Eastern Telegrams.  
Britishers in Prison Jail for Attempted Assassination.  
Company Report:  
Bell's Asbestos Eastern Agency, Ltd.  
The United Asbestos Oriental Agency, Limited.

Deaths from Cholera at Shanghai.  
Death of Captain Dougherty.  
Commercial.  
Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.  
Hongkong, 7th August, 1909.

## PUBLIC COMPANIES

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING** of the SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive. By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary. [984]

Hongkong, 20th July, 1909.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

**NOTICE IS HEREBY GIVEN** that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager. [1028]

Hongkong, 31st July, 1909.

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE ORDINARY HALF-YEARLY MEETING** of the SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive. By Order of the Board of Directors,  
GEO. A. CALDWELL,  
Acting Secretary. [1015]

Hongkong, 27th July, 1909.

## HONGKONG JOCKEY CLUB.

## NOTICE.

**MEMBERS** wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersecretary, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 28th July, 1909. [1014]

## IN THE MATTER OF THE GOODS OF HARRY WILLIAM HINE, DECEASED.

**ALL CLAIMS** against the Estate of the late HARRY WILLIAM HINE, who died at Hongkong on the 29th day of July, 1909, should be sent in to the Undersecretary before the 1st day of September, 1909.

LANCELOT GILES,  
H. B. M. Acting Vice Consul, Canton.  
Canton, 3rd August, 1909. [1042]

E. R.

## NOTICE.

**CLERK (Non-Chinese)** Wanted at once for the Water Works Branch of the PUBLIC WORKS DEPARTMENT. Salary \$1,320 per annum rising to \$1,560 by \$120 biennially. Must be quick, accurate and neat at figures and well acquainted with accounts, and book-keeping. Age 25-30. Applications to be addressed to the undersigned not later than the 14th inst.

P. N. H. JONES,  
Director of Public Works.  
Public Works Department.  
Hongkong, 5th August, 1909. [1045]

**FIRST CLASS SCHOOL** for the Daughters of Gentlemen (Boards only), removing to larger premises where pupils will enjoy London advantages combined with country life. Education on the lines of the most efficient Public Schools. Resident certificated English and Foreign Mistresses. London Professors for Music, Dancing and Art. Health first consideration. Experienced Matron. Extensive Grounds. Games. Entire charges undertaken. Reasonable fees. Particulars apply—M. C. Care of Paton's, 143, Cannon St., London, E.C. England. [736]

## DOUGLAS STEAMSHIP CO., LTD.

**TRIP TO SWATOW.** The Company's Steamer "HAIMUN," Captain Evans, will leave the Company's Wharf at NOON TO-MORROW (SUNDAY), 8th August, and will leave Swatow on the Return Trip on MONDAY afternoon, arriving in Hongkong on TUESDAY, 10th August, about 9 A.M. Return Fare \$20—including Meals. For Passage, apply to  
DOUGLAS, LAPRAIK & Co.,  
General Managers.  
Hongkong 5th August, 1909. [1047]

## COAL.

**BUNKER COAL** can now be supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Broketon, at Reduced Rates. Large stock always on hand. Apply—SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

## SUTTON'S SEEDS

Special Selected Collections for this Climate. VEGETABLES and FLOWERS in AIR-TIGHT CASES. To be obtained from  
CHINA EXPRESS CO.,  
Telephone 668. 3, Duddell Street. [50]

## ENTERTAINMENT

## THEATRE ROYAL.

## CITY HALL.

## 4 NIGHTS ONLY 4

## COMMENCING

## THURSDAY, AUGUST 12TH.

## MAURICE E. HANDMANN PRESENTS THE MERRY LITTLE MAIDS COMIC OPERA CO.

## THURS. Aug. 12th.

## The Enormously Successful Comic Opera

## A WALTZ DREAM.

## FRI. Aug. 13th.

## For the First Time in Hongkong. The Great Gaiety Theatre Success

## HAVANA.

## SATUR. Aug. 14th.

## The Hit of the Century. The World's Record Breaker

## THE MERRY WIDOW.

## MON. Aug. 16th.

## Gilbert and Sullivan's Masterpiece

## THE MIKADO. From the Savoy Theatre, London.

## PRICES ... \$3, \$2 &amp; \$1.

## Box Plan now Open at—

## S. MOUTRIE &amp; Co., Ltd.

## Doors Open at 8.30. Commence at 9 P.M.

## Hongkong, 2nd August, 1909. [1050]

## HONGKONG ICE COMPANY, LIMITED.

**IT IS HEREBY NOTIFIED** that, on and after the 19th current, the Selling Price of ICE will be INCREASED to ONE CENT per Pound.

JARDINE, MATHESON & Co., Ltd.,  
General Managers,  
Hongkong Ice Co., Ltd.  
Hongkong, 13th July, 1909. [957]

## TO LET.

## TO LET.

## NO. 1, OBSERVATORY VILLAS.

## Kowloon. Five-Roomed House; Electric

## Lights and Tennis Court.

## "EBANEE BUNGALOW," Kowloon. A

## Small Garden attached. Moderate Rental.

## Apply to—ARRATON V. APCAR &amp; Co.,

## 14, Des Vaux Road.

## Hongkong, 3rd March, 1909. [399]

## TO LET.

## NO. 2, ELLIOTT CRESCENT, ROBIN-

## SON ROAD, Six Roomed House, with

## Outhouse, Commanding a Fine View of the

## Harbour.

## Apply to—

## F. X. D'ALMADA &amp; CASTRO,

## 33, Queen's Road Central.

## Hongkong, 7th July, 1909. [936]

## TO LET.

## NO. 3, LYEMOON VILLAS, Kowloon.

## A Five-Roomed House, with Tennis

## Court. Thoroughly repaired. Rent Moderate.

## Apply to—

## X. Y. Z.,

## Care of "Daily Press" Office.

## Hongkong, 7th July, 1909. [937]

## TO LET.

## FIRST FLOOR, NO. 6, ICE HOUSE

## ROAD, NINE ROOMS, Electric

## Fittings, suitable for Office or Dwelling.

## Also, GODOWN, No. 9, Duddell Street.

## Apply to—

## A. B. AVASIA,

## 1, Duddell Street.

## Hongkong, 1st July, 1909. [912]

## TO LET.

## NO. 75, WYNDHAM STREET, FOUR

## ROOMS. Electric Fittings, Verandah

## both sides. Full harbour view.

## Apply to—

## A. B. AVASIA,

## 1, Duddell Street.

## Hongkong, 8th July, 1909. [941]

## TO LET.

## NO. 1, CANTON VILLAS, Kowloon.

## Apply to—

## THE HONGKONG LAND INVEST-

## MENT &amp; AGENCY CO., LTD.

## Hongkong, 4th August, 1909. [1035]

## TO LET.

## NO. 26, WYNDHAM STREET,

## containing 6 ROOMS.

## Apply to—

## E. A. &amp; C. F. CARVALHO,

## 14, Arbutnot Road.

## Hongkong, 4th August, 1909. [1036]

## TO LET.

## NO. 1A, WYNDHAM STREET, suitable

## for SHOP and OFFICE, etc., lately

## occupied by Weissmann Ltd., for Tiffin Rooms.

## Apply to—YES SANG FAT &amp; Co.,

## Opposite General Post Office.

## Hongkong, 21st June, 1909. [871]

## TO LET.

## NO. 1, ORMSBY TERRACE.

## No. 5, BARROW TERRACE. Cheap

## Rental.

## Apply to—

## SPANISH PROCURATION.

## Hongkong, 31st July, 1909. [1026]

## TO LET.

## ONE LARGE OFFICE ROOM, No. 1,

## Prince's Building, 11 Floor.

## ONE SPACIOUS GODOWN, No. 125,

## Wanchai Road.

## Apply to—

## REUTER, BRÖCKELMANN &amp; Co.

## Hongkong, 1st July, 1909. [911]

## TO LET.

## TO LET.

**ONE DETACHED ROOM**, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—  
WM. MEYERINK & Co.  
Hongkong, 2nd July, 1909. [920]

## TO LET.

## KING'S BUILDINGS.

**OFFICES** facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st August, 1909. [818]

## TO LET.

**"STOWFORD,"** 12, Benham Road, and 5 STEWART TERRACE, the Peak.

Apply to—  
A. B.  
Care of "Daily Press" Office.

882]

## TO LET.

**GODOWNS** Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point). Immediate Possession. Rent exceptionally moderate.

Apply to—  
KAM FOOK,  
No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.  
Hongkong, 28th May, 1909. [797]

## TO LET.

**NO. 1 and 3, MORRISON HILL.** Also OFFICES at No. 2, PEDDER STREET.

Apply to—  
Messrs. JARDINE, MATHESON & Co., LTD.  
Hongkong, 31st May, 1909. [807]

## TO LET.

**FIVE ROOMED HOUSES** at Kowloon. 1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 55,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 29th June, 1909. [909]

## TO BE LET.

**DESIRABLE GROUND FLOOR SHOP** in CHATER ROAD, Hongkong.

Apply to—  
T. B. L.,  
Care of "Daily Press" Office.  
Hongkong, 11th May, 1909. [723]

## TO LET.

**A HOUSE** in Wong Nei Chong Road.

**A HOUSE** in RIFON TERRACE. OFFICES to Let, No. 2, Connaught Road, 3rd Floor.

**NO. 3, CLIFTON GARDENS**, Conduit Road.

**NO. 10, DES VEAUX ROAD CENTRAL**, 4th FLOOR.

**OFFICES** in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

**FLATS** in MORRISON TERRACE. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st August, 1909. [97]

## TO LET.

**GODOWNS**, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, 1st February, 1909. [264]

## TO LET.

**TO BE LET**, a Portion of MARINE LOT NO. 255 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1909. [96]

## TO LET.

**GODOWN, No. 5A, DUDDELL STREET.** Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st August, 1909. [98]

## TO LET.

**NO. 2, BEACONFIELD ARCADE**, facing the Parade Ground. PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMSHIN, CANTON, now in occupation of the Canton Kowloon Railway. NEW FIVE ROOMED HOUSES in Shelley Street.

**THE EYRE**, No. 13, Peak. Unfurnished from 1st June, 1909.

**CMS. PEAK BUNGALOW**, furnished, Mount Kallett, from 1st October, 1909, to 30th June, 1910.

**BEACONFIELD ARCADE**, Fine "hops, Offices and Dwelling Rooms.



## AUCTIONS

E. 2003 E.  
PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On MONDAY AND TUESDAY, the 9th and 10th AUGUST, 1909, at 10 A.M., each day, at H.M. NAVAL ESTABLISHMENTS, SUNDY OLD AND SURPLUS NAVAL AND VICTUALING STORES, comprising:—  
OLD AND SURPLUS NAVAL STORES: CHAIN, WOOD BLOCKS, HOSES, TOOLS, OLD IRON AND METAL, OLD MACHINERY, ELECTRIC CABLE AND GEAR, MATS AND MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c.  
OLD AND SURPLUS VICTUALING STORES: PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.  
Catalogues will be issued.  
TERMS OF SALE:—As Customary.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 24th July, 1909. [1002]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 19th AUGUST, 1909, at 3 P.M., alongside Queen's Statue Wharf, The Steam-Launch "SWALLOW," Length over all 78 feet, Breadth 14 feet 4 inches, Moulded Depth 8 feet; Capacity—Gross Tonnage 65.55, Net Tonnage 35.96, Compound Surface Condensing Engines 94 by 18, Working Pressure 125 lbs, 8 years old. Licensed to carry:—Within the Harbour Limits—120 passengers. Within the Local Trade Limits—81 passengers. Outside the Local Trade Limits—24 passengers.  
Terms:—As Usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 5th August, 1909. [1044]



When you are over-heated, thirsty and tired, drink

## Montserrat Lime Juice.

It keeps the blood in a cool and healthy condition, and is a most delicious thirst quencher. Good for the bairns.

Made in two kinds—  
Unsweetered, i.e., Plain Lime Juice.  
Sweetened, i.e., Lime Juice Cordial.  
Agents:—A. C. Watson & Co., Ltd. Hong Kong.

1040



CLARKE'S  
B. 41.  
PILLS.

## SAVARESS'S SANDAL CAPSULES

Efficient because absolutely pure. English Oil. No made of gelatine. Full directions. All Chemists.

800



EXHAUSTED BY THE LEAST EXERTION.

DULL AND WEARY, THIN AND WEAK.

ANOTHER ANEMIC LADY IN JAVA CURED BY THE RICH, RED BLOOD SUPPLIED BY DR. WILLIAMS' PINK PILLS.

Three years ago Mrs. Hessel, of Tegal, Java, joined the ranks of the many thousands of grateful persons cured of Anemia (weak watery blood) by Dr. Williams' Pink Pills. Since then she has never looked back.

Talking the other day about his wife's cure Mr. Lasarus Hessel said:—"My wife, who is now forty years of age, was completely cured of Anemia, by the use of that world-renowned medicine Dr. Williams' Pink Pills. It was about nine years ago that she first showed symptoms of blood-poverty. Then she became exceedingly thin, her complexion was pale and yellow, the least exertion exhausted her completely. Her appetite was bad and her sleep restless. For full six years she remained in this unhappy condition of health."

"It was from a friend that my wife heard one day about Dr. Williams' Pink Pills, and was thus persuaded to try them. After the use of a few bottles she felt her condition improving, and by the time she had taken eight bottles she was perfectly restored to health. Thus, a comparatively short course of these Pills completely cured my wife of a distressing malady which had been afflicting her for fully six years, and since then that is to say, for the past three years—she has not had the least return of her former troubles. I gladly give this testimony so that it may be published for the information of those who may still be unconvinced with the merit of Dr. Williams' Pink Pills for Pale People."

Mr. Hessel resides at Kampong Kraton Tegal, Java, and his occupation is that of tram-controller on the Semarang-Cheribon Steam-tramway. The reason why Dr. Williams' Pink Pills for Pale People cured his wife, as they have cured thousands of anemic, debilitated women and men like her, is because Anemia is due to a watery weak state of the blood, and these Pills not only purify but at the same time revitalize the blood, making it rich and healthy. In this same way, through the blood—Dr. Williams' Pink Pills have like-wise restored to health almost numberless cases from Debility, Nervousness, Malaria, Liver Complaint, Indigestion, Sick Headaches, Rheumatism, Paralysis, Eczema, Eosinoma, Scrofula and Skin Eruptions generally. Their extraordinary value as a promptly-curative medicine for the special ailments of ladies has earned for them a world-wide reputation. Weak, sickly, stunted children are made rosy and strong by their use. Obtainable at most shops where medicines are sold. Dr. Williams' Pink Pills can also be obtained direct from The Dr. Williams' Medicine Co., 38, Kinkiang Road, Shanghai, six bottles for \$3 or one bottle for \$1.50 post free.

## JOINT STOCK SHARES.

Messrs. Varnon & Smyth in their weekly share report dated August 6th, state:—"The market generally has ruled very dull, a dullness only being relieved by a flutter in Rubbers, in which a fair business has been put through at advancing rates, and in which a speculative demand exists at the close, somewhat to the detriment of our local stocks. Exchange on London T.T., closes at 1/8 1/2, and on Shanghai at 7 1/2."

HANKS.—Hongkong and Shanghai have continued in demand, and the rate has further advanced to \$162 1/2 after sales during the week at \$161 1/2 and 1/2. The London rate has advanced to \$24, and Shanghai quotes \$140 1/2 at 73. Nationals continue in demand at 57 without inducing sellers to come forward.

MARINE INSURANCES.—With an unqualified demand for Unions the market has ruled very firm, and after small sales at 335 and 340 closes steady at the latter rate. Cautions have been placed at 195, and more shares are obtainable. North China are enquired for at 120, but we have heard of no further sales.

FIRE INSURANCES.—Hongkong's have changed hands at 345 and close steady at that rate. China have declined and after sales close with sellers at 115.

SHIPPING.—Hongkong, Canton and Macao have found buyers at 33 and close with a further demand. Indos remain a dead letter, Shippers have dropped to 70, but close with buyers at that rate. We have nothing further to report under this heading.

REPRESENTATIONS.—China Sugars changed hands in the early part of the week at 141 1/2 and 142, and at the close shares are obtainable at the latter rate. Luzons in the early part of the week were placed at 17 and 17 1/2 but close firmer with sales and buyers at 18, and it is probable that a higher rate than the last could be obtained.

MINING.—Rauba continue neglected and weak and we have no business to report. Chinese Engineerings have improved in the North to 103 with buyers. Langkats have slightly improved in the North, and after sales at 1,000, cash and at 1,205, and 1,040 for December close rather weaker at 995 cash.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue quiet, and we have only small sales to report at 62. Kowloon Wharves ruled quiet in the early part of the week, but at time of closing a sudden demand at 59 has cropped up and with very few shares obtainable the market closes firm with an upward tendency. Shanghai Docks Hongkong Wharves closed at 148 in the North.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have weakened a little and several small sales have taken place at 106 cm, and at 102 1/2 ex div. of \$33 paid on the 3rd inst. At time of closing buyers at the latter rate rule the market. West Points have found buyers at 44 ex div. of \$2 paid on the 3rd inst. Hongkong Hotels have improved to 74 and 44 for old and new shares respectively without business. Humphreys close with sales at 93.

COTTON MILLS.—We have no changes or business to report under this heading.  
BUNNERS.—A fair business has been done under this heading from which we report the chief items. Castles, 17/5 paid, at 35/ to 40/ premium, closing steady at 41/ premium. Regals at 350 (straits currency), Lingris at 25/6, Golcondas at 42/6, Sheldons from 27/ to 29/ Kumbungis at 3/6 and 4/ prem, and Singapore and Johore at \$300 (Straits currency). Balgonies have been in demand and have risen considerably, and after sales at 44 (Straits currency) are obtainable under \$51 (Straits currency). Sapongs with small sales at 23/6 close quiet at that rate.

MISCELLANEOUS.—With the exceptions of Dairy Farms at 163, Cements at 8.80 and 8.70, Steam Laundrys at 53, and Union Water Boats at 11, we have no business to report under this heading.

## RISE IN RUBBER.

In 1906 the price of plantation rubber rose to 6s. 3d., and that for fine Para to 5s. 5d.; in 1908 the price for plantation rubber dropped to as low as 3s. 6d., and that for fine Para to 2s. 9d. per lb. This year prices have risen to a record height, plantation reaching 7s. and fine Para 6s. 3/4, and about this level the market remains at present.

The advance in 1906 was primarily caused by the fact that the demand due to developments in the electrical and motor industries was increasing at a greater rate than the supplies of rubber, and by the consequent contraction in stocks of the commodity, but as the subsequent course of the market showed it was carried too far. From March, 1906, to February, 1908, the course of the market was downwards. There were fluctuations, but from August, 1907, the fall was almost unabated, until in February of the last year the low level quoted above was reached. 5s. 3d.; there was then a fall of 6d. by the end of last year, and since then the market has practically never recovered.

In the light of past experience it can be safely said that while prices may have been pushed too high in 1906 they would not have fallen as low as they did in 1908 had it not been for the financial crisis in America and its effects on trade in general and upon such industries as require large quantities of rubber. The American demand last year was not so important a factor as it had been in the three preceding years, and enlarged supplies were left for absorption by other countries. This demand, however, has revived during the past nine months, and, being repeatedly renewed at a time when the season was drawing to a close and supplies falling away, has been a material factor in bringing about the present high prices.

INCREASED PRODUCTION.—The production of rubber has increased even when prices were low, the world's output in 1908 having reached 70,000 tons, which was an increase of 1,000 tons over the output of 1907, and with such high values as have now been reached and seem likely to prevail in view of the growing trade requirements, unusual efforts will probably be made to bring rubber to the market. Last year there was an increase of about 850 tons in the production of plantation rubber (from Ceylon, Malay, &c.), bringing the total up to 2,100 tons from an area of about 500,000 acres. This year a larger increase is expected, but it is evident that any material addition in the near future to the world's supply of rubber must come from South America, where the production is in a large degree regulated by the returns upon the cost of gathering. It is said that with fine Para marketing at 3s. a lb. the South American supply could be counted upon as steady, with fine Para at about 2s. It is certain that extraordinary efforts will be made to extend the limits from which supplies are drawn, and in this connection it is noteworthy that there is now a proposition before the Brazilian Government to order the construction of a railway which would open up a vast extent of rubber country that owing to the difficulties of navigation in the upper reaches of the Amazon river during part of the year, is now but partially utilized. It is difficult to say how far production may expand in Brazil under the stimulus of high prices, but an increase may safely be counted upon. The growth in the output of plantation rubber must necessarily be slow, as rubber-growing in Ceylon and the Malay Archipelago is a comparatively new industry; but the number of new rubber companies which are being floated would indicate that the industry will be worked for all it is worth.

Meanwhile the comparative scarcity of rubber here and in America is undeniable. Reports from America say that stocks there are practically exhausted, while the stocks in London and Liverpool at the end of May were only 2,187 tons, as against 4,644 tons at the end of May, 1908. In May, 1908, the market was slow; at the present time it is strong with a keen demand.—The Times.

## LORD C. B. BERSFORD AND HIS PROGRAMME.

Lord Charles Bessford wrote to the Times last month as follows:—

Sir,—My attention has been called to the fact that you and many other advocates of increased naval development consider that the programme of naval construction which I put forward at the London Conference of Commerce is inadequate, so far as the number of battleships is concerned, and some say that it is actually less than the number which the Government were expected to lay down in the period between now and March, 1914.

It has been suggested that I have not allowed for possible German acceleration, or increased naval development by those members of the Triple Alliance who are Mediterranean Powers. My critics have, however, apparently overlooked one vitally important reservation in my speech. It was as follows:—

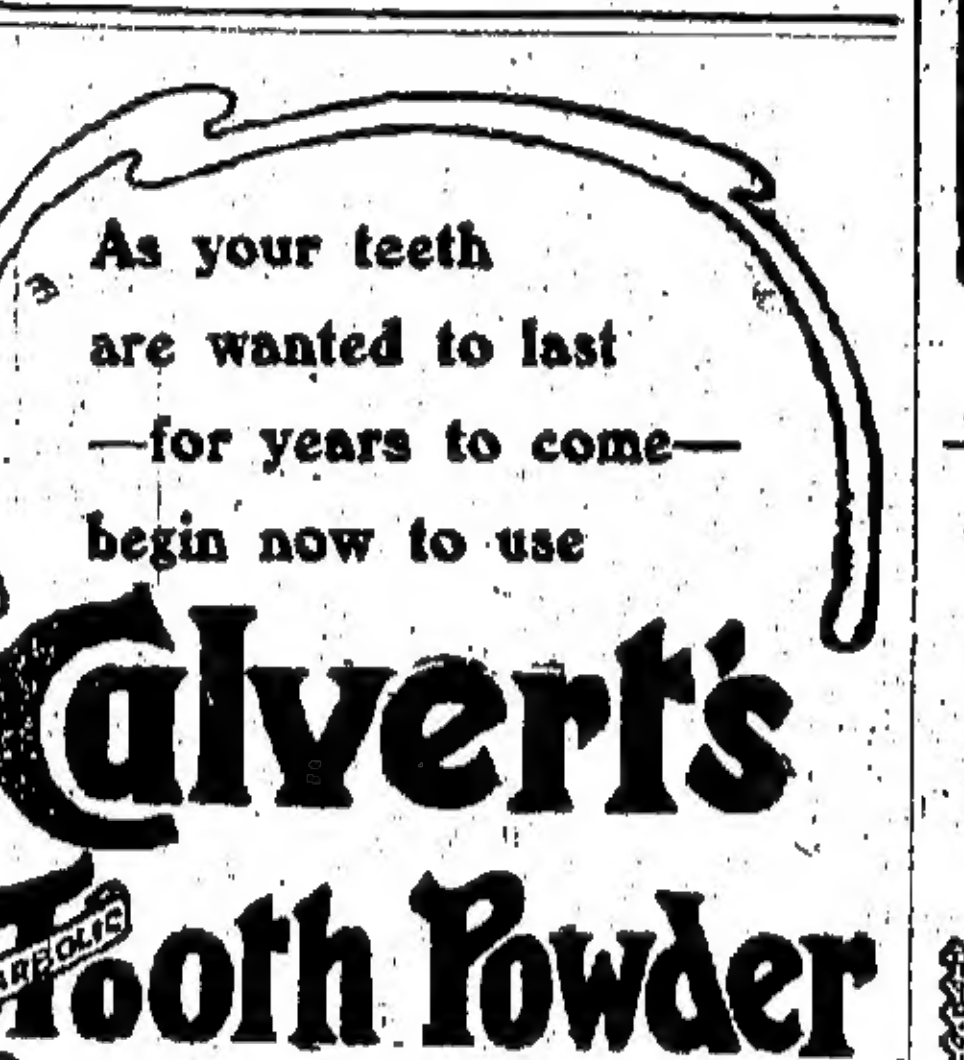
"I must tell you that the proposal I am making does not allow for German acceleration, because, again, I do not want my countrymen to pay for something which is not visible, and it does not allow in any way for the Austrian announcement of the commencement of four battleships."

The obvious meaning of this passage is that the definite programme I have proposed is intended to meet a definite and actually existing state of things in other countries, but that, if this state of things should be altered to our disadvantage either by German acceleration or by Austrian development, my programme would be no longer adequate, and in the eventuality mentioned it would be an absolute necessity, not only that we should meet new ship with new ship, but that we should provide a proper margin of power. If the Austrian projected development should materialize, that margin must be considerable, because an increase in Austrian naval power will necessarily evoke a corresponding increase on the part of Italy, and, although we have no reason to doubt Italian good will towards ourselves, nevertheless, it must never be forgotten that she is a member of the Triple Alliance, and that we do not know to what pressure she might be subjected.

Let me repeat, in the most explicit terms, that my definite programme was only intended to meet a definitely existing and visible state of things, and if that state of things alters to our disadvantage, our programme must undergo a more than proportionate expansion.  
In the leading article which appears in your issue of the 1st instant you mention that my programme would involve an expenditure of from £11,000,000 to £12,000,000 annually, and that this would appear to entail no very great increase on the existing Navy Estimates.  
I fear that you take too sanguine a view of the finances of the nation. You appear to have left out of account the heavy residual expenditure involved in the completion of ships now building, and in defraying the cost of the official programme for the current financial year.  
The cost of all these works, which runs into many millions, must be added to the cost of my programme, and should be incurred by March, 1914, and the greater part of it by March, 1913. Moreover, as very little can be expended on a new programme during the current financial year, the cost would have to be spread over four years at the outside and the greater part of it over three, provided that the money is not supplied by a loan, repayable at a certain period.  
If my programme be adopted, and the money is supplied by annual votes in order to pay for vessels by date of completion, it will mean an average expenditure for both programmes on new construction, guns, ammunition, and other stores during the next four financial years of from £17,000,000 to £20,000,000, and in the earlier years of the period the amounts should be considerably higher.

These figures suggest the necessity of caution when framing programmes, and have caused me to base my calculations, and on indefinite contingencies, which can be provided against when they materialize, but on a definite and actually existing state things.—I have the honour to be, Sir, Your obedient servant,  
CHARLES BERSFORD, Admiral.  
1, Great Cumberland Place, W., July 2.

As your teeth are wanted to last for years to come—begin now to use



However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

Sold by local Chemists and Grocers.  
F. C. Calvert & Co., Manchester, Eng.



MAKES THE SKIN AS SOFT AS VELVET AND AS SMOOTH AS WHITE.

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NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL, St. Louis, 1904.

DOSE:—A Wineglassful in the morning before Breakfast.

[958-2]

## THE NEW FRENCH REMEDY, THERAPION.

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THERAPION No. 1 is a veritable instant cure, often a few drops remove all discharges, superseding injections, the use of which does irreparable harm by laying the foundation of edema, and other serious complications all poisonous matter from the body.  
THERAPION No. 2 for blood poison, skin eruptions, spots, blotches, eruptions, and swelling of joints, secondary symptoms, discharges, gonorrhea, rheumatism, &c. It purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.  
THERAPION No. 3 for exhaustion, and those used up, feelings resulting from disipation, worry, overwork, excess, &c. It possesses a surprising power in restoring strength and vigor to those suffering from enervating influences of long residence in hot unwholesome climates. It is obtainable of all Chemists.  
THERAPION is the only certain remedy for Intestinal Bile. Thoroughly safe, mild, and especially adapted for children.  
To be obtained of all Druggists.  
The above Trade Mark is a fac-simile of word "Therapion" as appears on British Government Stamp affixed to every genuine packet.



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[1024]

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FREE! Given away. LACE TABLE CENTRE. Sent FREE with Catalogue and Buyers Guide of CURTAINS, MUSLINS, TABLE LINENS, DOWN QUILTS, CARPETS, RUGS, FURNITURE. Knockdown makes for shipping. LADIES' COSTUMES, UNDERWEAR, SHOES, GENTS' CLOTHING, HOSIERY, BOOTS, and Grip the fact that though miles away you can buy DIRECT FROM OUR MACHINES at first cost. Experience of 50 Years back of every pair. World wide reputation. Patents of "CONTRENET" Curtains last longer, cost no more. Customers order regularly from the most distant parts of the Empire. Instructions carefully carried out. PATTERNS FREE.

CHINA MAIL PARCEL 27 6. 2 pairs Lace Curtains for Drawingroom, length 34 yards width 60 inches up-to-date pattern. Ribbon and Floral. 2 pairs for Diningroom, durable quality, length 3 yards width 54 inches. 2 Lace Cushion Squares. Let us Ship you a Parcel. Do not wait. Write to-day for free information. Testimonials sent from Customers in your District. Price Lists only can be obtained at the Office of this Paper, if you want the FREE GIFT—send direct to—

SAML. PEACH & SONS, Box 694, THE LOOMS, NOTTINGHAM, ENGL. China Mail Parcel sent post free in White or Ecru. [426-2]

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PRINTING INK MAKERS. ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. Hongkong, 16th October, 1907. [934]

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Lightest Pump on the Market. Weight 60 wt. lb. p. Can be carried by a few men through narrow streets, doorways, &c.

Ask for Illustrated Pamphlet No. 3842. MERRYWEATHER & SONS, 53, Long Acre, W.C. Works—Greenwich, S.E., London.

846-1

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PER CASE 12 6 3 10

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1834

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

1033







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 7th Aug.	See Special of Call.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SARDINIA	On 11th Aug.	Freight and Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	DEVANHA	About 19th Aug.	Freight and Passage

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 5th August, 1909.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	NINGPO	On 7th Aug., 4 P.M.
SHANGHAI	CHENAN	On 8th Aug., 4 P.M.
MANILA	TAMING	On 10th Aug., 3 P.M.
TSINGTAU, CHEFOO and NEWCHANG	NANCHANG	On 10th Aug., 4 P.M.
CEBU and ILOILO	SUNGHANG	On 10th Aug., 4 P.M.
WEIHAIWEI and TIENTSIN	KUICHOW	On 11th Aug., 4 P.M.
SAMARANG and SOERABAYA	SHANTUNG	On 12th Aug., 4 P.M.
SHANGHAI	ANHUI	On 12th Aug., 4 P.M.
SHANGHAI	LIANAN	On 15th Aug., 4 P.M.
MANILA	TEAN	On 17th Aug., 3 P.M.

THURSDAY ISLAND, COOK-TOWN, OILINIS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

SHANGHAI "CHINHUA" On 19th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LIANAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST and MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT and FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 8th Aug., at Noon.
"HAIYANG"	SWATOW, AMOI and FOCHOW.	TUESDAY, 10th Aug., at 2 P.M.
"HAICHING"	SWATOW, AMOI and FOCHOW.	FRIDAY, 13th Aug., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 7th August, 1909.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTO Ports	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and BALTO Ports	"CATHAY"	End of September.

For Further Particulars apply to

MELOHERS & CO.,  
AGENTS.

Hongkong, 5th August, 1909.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 7th Aug., 3 P.M.
CHINWANTAO	"SUISANG"	Monday, 9th Aug., Noon.
SHANGHAI VIA SWATOW	"HANGSANG"	Tuesday, 10th Aug., Noon.
KOBE & MOJI	"CHUNGSANG"	Wednesday, 11th Aug., 3 P.M.
MANILA	"YUENSANG"	Friday, 13th Aug., 4 P.M.
MANILA	"LOONGSANG"	Friday, 20th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOSANG"	Tuesday, 24th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG", "HANGSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., LTD.,

Hongkong, 7th August, 1909.

GENERAL MANAGERS.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	AWA MARU, Capt. A. Keith.	6,500	WEDNESDAY, 18th Aug., at Daylight.
VIETORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA.	TAMBA MARU, Capt. C. H. Butler.	6,500	WEDNESDAY, 1st Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KAGA MARU, Capt. M. Hagino.	6,500	TUESDAY, 17th Aug., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO.	SHINANO MARU, Capt. K. Kawana.	7,000	TUESDAY, 14th Sept., at 4 P.M.
SHANGHAI and KOBE.	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept., at Noon.
KOBE and YOKOHAMA.	TOTOMI MARU, Capt. R. Smith.	4,500	MONDAY, 9th Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	YEBOSHI MARU, Capt. B. Kon.	4,500	FRIDAY, 27th Aug., at 5 P.M.
	MIYASAKI MARU, Capt. T. Murai.	9,000	WEDNESDAY, 1st Sept., at Noon.
	KUMANO MARU, Capt. M. Winkler.	6,000	

Fitted with New System of Wireless Telegraphy.

CARGO ONLY.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. Mosher) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. Wm. Thompson) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. T. Murai) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Cors) - On Wednesday, 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

OPTION OF RAIL BETWEEN CALLING PORTS IN JAPAN.

For further particulars apply to

T. KUSUMOTO, MANAGER.

Hongkong, 4th August, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU ... 6000 ... Sat. Aug. 30th, at Noon.

S.S. MANSHU MARU ... 500 ... Oct. 26th, at Noon.

Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th June, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA &amp; KOBE:

S.S. SPEZIA ... 15th Aug.

S.S. C. FERD. LAEISZ ... 17th Aug.

S.S. AMBRIA ... 27th Aug.

S.S. NICOMEDIA ... 8th Sept.

S.S. LIBERIA ... 15th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 7th August, 1909.

HONGKONG OFFICE.

12

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

Tons.

CAPTAIN

FOR

SAILING DATE

RUBI ... 2540 ... R. W. Almond ... Manila ... On 7th Aug., Noon.

ZAFIRO ... 2540 ... R. Rodger ... Manila ... On 14th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 2nd August, 1909.

THOS. COOK &amp; SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS,

BANKERS, &amp;c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS.

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD,

HONGKONG.

Japan Office:

14, WATER STREET,

YOKOHAMA.

759]

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago.)

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"SEATTLE MARU"	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR

TAMSUI VIA SWATOW, "DALIN MARU" SUNDAY, 8th Aug., at 10 A.M.

SHANGHAI VIA SWATOW, "BUJUN MARU" THURSDAY, 12th Aug., at 10 A.M.

AMOI &amp; FOCHOW, "BUJUN MARU" THURSDAY, 12th Aug., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

877]

THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers and lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, TIENTSIN.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to—

BUTTERFIELD &amp; SWIRE, Managers, Tientsin.

Hongkong, 27th July, 1909.

DAVID CORSAIR &amp; SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAY

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG &amp; CO.

Sole Agents.

1674]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN &amp; Co.

Hongkong, 6th March, 1907.

47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 55SG. at 36/37 and

\$7.50 per 100. SPORTING REQUISITES

and ALL GUNS in Variety.

Inspection Invited.

W.M. SCHMIDT &amp; Co.

Hongkong, 25th October, 1905.

623]

GENTLEMEN, WE HAVE

SOMETHING TO SUIT

YOU!

JUST UNPACKED.

A Fine Stock of

GENTLEMEN'S HOSE (SOCKS).

Assorted Shades and Designs.

Black, Tan, Striped, Checks, Lisle and Silk.

Lisle, Double Heel and Toe, Plain and

Lace Worked.

Warranted Fast Colours.

Guaranteed Stainless.

HOOSAIN-ALI &amp; Co.

Hongkong, 3rd August, 1909.

41]

SINGON &amp; CO.

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers. Pig Iron and

Foundry, Coke Importers. General Store-

keepers and Shipchangers. Nos. 55 &amp; 57, 111, 113

LOONG STREET, (2nd Street, west of Central

Market) Telephone No. 515.

583]

A TACK &amp; CO.

FURNITURE &amp; PHOTO GOODS STORE,

26, DES VŒUX ROAD, CENTRAL.

DEALERS IN

LADIES' &amp; GENTS' BOOTS &amp; SHOES,

UMBRELLAS, &amp;c., &amp;c.

Cameras fitted with

"Zeiss", "Goetz", "Ross" &amp; "Aldis"

Lenses.

DEVELOPING and PRINTING

A SPECIALITY.

Hongkong, 24th April, 1909.

37]

A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 21st July, 1907.

629]



## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN ROUTE TO EUROPE.

Approximate times of closing the mails for Europe via Siberia.

11th August ... at 8.30 p.m.  
14th ... at 8.30 p.m.  
17th ... at 10.30 p.m.

Siberian mail from London of July 17th, is due at Hongkong on Monday morning, August 9th, by a.s. Anshu.

The Russian, with the German mail of the 14th July, left Singapore on Friday, the 6th inst., at 8 a.m., and may be expected here on or about Tuesday, the 10th instant, a.m.

FOR	PER	DATE
Moji	Banri Maru	Saturday, 7th, 8.00 A.M.
		Sunday, 8th, 1.00 P.M.
		Monday, 9th, 1.00 P.M.
		Tuesday, 10th, 1.00 P.M.
		Wednesday, 11th, 1.00 P.M.
		Thursday, 12th, 1.00 P.M.
		Friday, 13th, 1.00 P.M.
		Saturday, 14th, 1.00 P.M.
		Sunday, 15th, 1.00 P.M.
		Monday, 16th, 1.00 P.M.
		Tuesday, 17th, 1.00 P.M.
		Wednesday, 18th, 1.00 P.M.
		Thursday, 19th, 1.00 P.M.
		Friday, 20th, 1.00 P.M.
		Saturday, 21st, 1.00 P.M.
		Sunday, 22nd, 1.00 P.M.
		Monday, 23rd, 1.00 P.M.
		Tuesday, 24th, 1.00 P.M.
		Wednesday, 25th, 1.00 P.M.
		Thursday, 26th, 1.00 P.M.
		Friday, 27th, 1.00 P.M.
		Saturday, 28th, 1.00 P.M.
		Sunday, 29th, 1.00 P.M.
		Monday, 30th, 1.00 P.M.
		Tuesday, 31st, 1.00 P.M.

Shanghai, Moji and Kobe  
Takao, Tsingtau, Tientsin and Newchwang.  
Manila.

Europe, India via Tutuora  
(Late Letters 11.00 to Noon Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)  
(Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

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## COMMERCIAL

## CLOSING QUOTATIONS.

August 6th.

ON LONDON—

Telegraphic Transfer 18 1/2

Bank Bills, on demand 18 1/2

Bank Bills, at 30 days' sight 18 1/2

Bank Bills, at 4 months' sight 19 1/2

Credit, at 4 months' sight 19 1/2

Documentary Bills 4 months' sight 19 1/2

ON PARIS—

Bank Bills, on demand 219

Credit, at 4 months' sight 222 1/2

ON GERMANY—

On demand 178

ON NEW YORK—

Bank Bills, on demand 42 1/2

Credit, at 60 days' sight 43 1/2

ON BOMBAY—

Telegraphic Transfer 131

Bank, on demand 131 1/2

ON CALCUTTA—

Telegraphic Transfer 131

Bank, on demand 131 1/2

ON SHANGHAI—

Bank, at sight 74 1/2

Private, 30 days' sight 75 1/2

ON YOKOHAMA—

On demand 84 1/2

ON MANILA—

On demand 74 1/2

ON SINGAPORE—

On demand 104 1/2

ON HONGKONG—

On demand 9 1/2

ON HONGKONG—

On demand 9 1/2

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## SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 6TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,020, buyers
National Bank of China, Limited	99,925	£7	26	\$87, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$101, buyers
China Bank, Limited	60,000	\$12	\$12	\$134
China Light and Power Company, Limited	50,000	\$10	\$10	\$6.70, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$9.50
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1341
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$8, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 92
Loan-Chung-Mow Co. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 110
Soy Cheong Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 407
DAIRY FARM COMPANY, LIMITED	40,000	7/1	7/1	\$162, buyers
DOCKERS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$62, sales
New Amoy Dock Co., Limited	10,000	\$50	all	\$9
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 783
Shanghai and Hongkong Wharf Co., Ltd.	35,800	Tls. 100	Tls. 100	Tls. 148
FERROVIA E CO., LIMITED	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$8.80, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$203, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$74, (old), buy.
Hongkong Ice Company, Limited	8,000	\$25	all	\$44, buyers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$195
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$88, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, sales
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 120, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$835, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$220
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$102, x.d. sales
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$30
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 118
West Point Building Co., Limited	12,500	\$50	\$50	\$44, sales, x.d.
MINEING.—				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$84, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14
Philippine Co., Limited	50,000	\$10	all	\$10
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$142, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$18, buyers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$33, sales
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	\$5	\$2, sales
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$70
Star Ferry Company, Limited	10,000	\$18	\$18	\$26
South China Morning Post, Limited	10,000	\$10	\$10	\$15
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
W. & A. G. N. Co., Limited	10,000	\$10	all	\$5, sales
Weissmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$12.40, x.d.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300
	50,000	\$10	\$10	\$11, sales

## SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces, \$7.98 discount.
Chinese	10 " " 38.65 "
Hongkong	20 " " 37.70 "
Hongkong	10 " " 38.40 "

## OPIUM.

August 5th.

Quotations are:—	
Malwa New	\$1,135/1.60 per picul.
Malwa Old	\$1,170/1.200
Malwa Old	\$1,210/1.250
Malwa V. Old	\$1,260/1.300
Peruvian fine quality	\$1,080/1.100
Peruvian extra fine	\$950/1,000
Patna New	\$970
Patna Old	" "
Banars New	\$990
Banars Old	\$990

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The I.G.M. str. *Beckow*







## FASHIONS AND FANCIES.

**THE SHORTER PETTICOAT.**  
Three years ago the smartly-dressed woman was wearing white or pale-coloured petticoats that touched the ground at the back, if they did not actually trail on it. This was an unbecomingly unhygienic and most uncomfortable fashion. It had everything against it, and nothing in its favour. Consequently it lasted a long time, for there is more in the word "fashion" than in the word "inconvenience." We are now delivered from the trailing petticoat, and have adopted the much more agreeable as well as sensible mode of wearing it—if we wear it at all—with the hem no longer than the instep—if we possess an instep! Though many well-dressed women have abandoned the petticoat as irrelevant, on others it is as tempestuous as ever.

**RETURN OF THE FROU-FROU.**  
One petticoat, in soft clinging white satin, has a deep pleated frill of the same itself, with a pleated frill of silk muslin above it, both frills being edged with narrow black satin ruching, and both trimmed with three rows of narrow black satin ribbon. Here, then, is the frou-frou back with us. Another, in turquoise satin, has pointed medallions enclosing Empire wreaths of pink roses, also pointed, and is trimmed with ruchelets in fine ribbon work, the whole garlanded à la Louis XVI., with black lace work outlined with pale gold. Yet another is in Rose Dufour soft silk, with a deep lace flounce bordered with a ribbon ruche in the colour of the silk. Inserted under the edge of the petticoat are three frills of white silk, one Rose Dufour.

**THE MAILOTT DRESS.**  
There are signs that the mailott dress is going to be greatly exaggerated and travestied. It lends itself to this sort of thing, especially when adopted by wearers who are painfully thin, or even more painfully the reverse. Wait till we see it at the seaside blown by high winds to the revelation of angles and osseous prominences; or on a Channel boat in a breeze as worn by a lady whose height is a little over five feet, and whose circumference about the hips is somewhere between 24 and 26 inches, by someone with a good figure who carries herself well, and has good action of the knees, the mailott is excellent. The freedom it imparts in walking is one of its good points, and if it is worn dragged too tightly round the figure above the pleated skirt, it is the fault of the wearer, not of the gown.

**THE DUCHESS OF SUTHERLAND'S HOMESPUN PARTY.**  
To call the Duchess's party "homespun" is clearly absurd. It is by far the most charming garden party of the London season. The beauty of the garden, the charm of the old house, the beauty and grace of the children, and the crowd of interesting guests, all conspire to make the occasion pleasant. The homespun are made in Harris, Lewis, Shetland, and Sutherland, and are in attractive colours. They find a ready sale at this party, and are so durable as to be invaluable for Norway or the moors, as well as the constant travelling in which so many women are in an idyllic garden, and it is ideal shopping in an idyllic garden, and it is ideal shopping in an idyllic garden, and it is ideal shopping in an idyllic garden.

**THE FATE OF SUNSHADES.**  
So far, there has been but little need of sunshades. A few appeared in the Park on days when there was a meet of one of the coaching clubs, but there is a butlerly existence, and a faded heavy shower smoothes them out of life, and calls on them for protection they are unable to afford. Few red ones have been seen, partly owing, perhaps, to the fact that when a red sunshade becomes thoroughly wet, it drops ruddy tears upon the hat and the gown of its owner. Shades of pink have been the favourite, and this colour is much more becoming to the complexion than red. Green and mauve are apt to make the face beneath look livid. There are shades of blue which have a similar effect. Pink is certainly the safest colour. But are we to have any sunshades? Wise are those who choose the simpler en-tout-cas, more solid of composition, and more effective against either shower or shine. With a view to their taking the place of their more perishable cousins, they have been made more decorative this season. Some have borders of flowers with a little running Pompadour pattern over the rest of the cover. Others have a group of flowers on the centre of each panel and little roses dotted all over the silk. A favourite finish is a band of flowers close to the edge, then a narrower band, and above it a narrower still. There are more sate than more en-tout-cas this season.

**THE COLOURED SHOE.**  
This season has seen a marked development in the coloured shoe. With white or pale-tinted gowns, shoes of pale tan with gilt buckles are worn, and with costumes of the faded peach leaf or ruddy tan-colour, the shoes are often dyed to match. In the same way, gowns in olive green or Wealdwood blue have the same shade of blue which have a similar effect. Pink is certainly the safest colour. But are we to have any sunshades? Wise are those who choose the simpler en-tout-cas, more solid of composition, and more effective against either shower or shine. With a view to their taking the place of their more perishable cousins, they have been made more decorative this season. Some have borders of flowers with a little running Pompadour pattern over the rest of the cover. Others have a group of flowers on the centre of each panel and little roses dotted all over the silk. A favourite finish is a band of flowers close to the edge, then a narrower band, and above it a narrower still. There are more sate than more en-tout-cas this season.

**AND GLOVES TO MATCH.**  
It adds a kind of top note when the gloves are in absolute harmony with the shoes and stockings. White gloves are not nearly so much worn with outdoor dress this season as last. Shades of tan, mushroom, grey, and beige have taken the place of white, and are much more artistic, as well as more becoming. The Queen has set the example of wearing soft shades of dove and palest cream instead of white.

**WITH SOME EXCEPTIONS.**  
The exceptions to the rule that the gloves should match the coloured shoes are to be found in the mauve which, in subtle, is so very much in fashion, also in blue. Some very good effects can be attained in evening dress with these modish mauve shoes. Worn with pale blue they give a chic to a toilette, and they also look very well indeed with some of the pale tones of grey. There are some tints of pale green, too, which contrast agreeably with these shoes.

**THE LACE COAT.**  
The lace coat has looked rather unhappy out-of-doors this rainy season. Its turn may come, but as things have been, something more solid might have taken its place, and with great advantage to the wearer both in comfort and in suitability. Very transparent chemises are no longer worn, as they were last season, nor is the curve of the filling in so wide or so deep as then. Some of our best-dressed have simply a small square at the neck in front, and a still smaller one, quite minute, at the back, filled in with tulle or embroidered net, sometimes white or cream, and often black over white. —X. AND Z. in the Globe.

## LLOYD'S REGISTER.

## NEW RULES FOR STEEL SHIPS.

It was announced in *The Times* of the 10th inst. that the Committee of Lloyd's Register of British and Foreign Shipping had decided to introduce new Rules for governing the scantlings and structural arrangements of steel ships built under their survey and "classed" by them. Having regard to the exceptional position which the Committee occupies in regard to the mercantile marines of the world, it may be of interest to explain briefly the changes made and their probable effect. Lloyd's Register Book for mercantile shipping was established in 1835, and the subsequent period has been marked by great changes in shipbuilding. When the Register Book was commenced, vessels of 500 tons were considered of exceptionally large size; steam navigation and iron shipbuilding were in their infancy. Until 1837 no iron ship was "classed"; no Rules for iron ships were framed until 1855, and when Rules were issued in 1863, wood shipbuilding still retained a very important relative position. Up to 1870 the basis of the Rules for scantlings was "under-deck tonnage," but the growth in dimensions, the change in proportions of length to depth and breadth, and the novel types of ships which had been introduced by that time, made it necessary to abandon tonnage as the governing condition. After thorough inquiry, by means of which the opinions of shipowners, shipbuilders, and surveyors were ascertained, Mr. Bernard Waymouth, then one of the chief surveyors, submitted a new scheme for regulating scantlings, in iron ships by means of a system of "numerals" depending upon the principal dimensions of vessels. Transverse members of ships' structures were to be regulated by numerals obtained by adding together one-half the greatest moulded breadth, one-half the girth on the midship section, and the depth, or in algebraical language,

$$\text{Transverse numeral} = \frac{1}{2}B + \frac{1}{2}G + D,$$

where B represents breadth, G girth, and D depth. For features contributing to longitudinal strength the corresponding numeral was obtained by multiplying the transverse numeral by the length—

$$\text{Longitudinal numeral} = L(\frac{1}{2}B + \frac{1}{2}G + D),$$

where L represents the length. The actual scantlings corresponding to the several numerals were necessarily based on experience gained with then existing ships, and assumed the use of materials and manufactured forms then available. Amongst these who assisted Mr. Waymouth in this difficult task may be mentioned his successors in the chief surveyorship (Mr. Martell and Mr. Cornish) and Mr. W. J. Bone, then a surveyor and the first graduate of the Royal School of Naval Architecture who passed from the Admiralty service into the staff of Lloyd's. Valuable assistance came also from the Committee itself, including, as it did and has always done, merchants and shipowners of large experience, shipbuilders of the first rank, and gentlemen interested in marine insurance. Doubts were expressed by some authorities as to the wisdom of the new departure, but after full consideration the Committee decided to make it, and subsequent events have justified their action. Nearly 10,500 vessels, having an aggregate tonnage exceeding 20 million tons (gross), held classes assigned by the Committee at the end of June, 1908, and out of the total mercantile shipbuilding output of the world last year—about 1,833,300 tons (gross)—more than 764,000 tons were built under the inspection of Lloyd's Register with a view to classification. Within the year ending June 30, 1908, 648 new vessels aggregating about 1,152,000 tons had been classed to them. In this list were included 49 steamers exceeding 5,000 tons each, seven vessels exceeding 10,000 tons each, the *Roderick* of 24,150 tons, and the *Mauritania* of nearly 32,000 tons.

## STEEL REPLACES IRON.

Since the Rules of 1870 were issued many changes besides increase in dimensions have occurred in merchant ships. Steel has taken the place of iron, and as a consequence scantlings and structural weights have been lessened. Steelmakers have produced much larger plates and longer bars than were possible with iron; new sectional forms have been rolled and standardized for frames, beams and stiffeners. Stronger qualities of steel are coming into use; new systems of construction and new types of ships are being devised. Scientific method is now employed generally in the design of merchant ships of all classes. The Committee of Lloyd's have moved with the times, and have created a powerful scientific staff which has been largely recruited from amongst men originally trained for the Admiralty service. The late Mr. W. John, who about 35 years ago did most valuable work for the society in connection with the structural strength of merchant ships, was one of the first appointments. Mr. Thearle, who has been selected recently to succeed Mr. Cornish as chief ship surveyor, deserves special mention. The Committee have also founded scholarships for students of naval architecture at the Royal Naval College and in the Universities of Glasgow and Durham. Concurrently with this action the Committee have strengthened its staff of surveyors at home and abroad, and have called into council an advisory committee composed of leading shipbuilders and marine engineers, to whom are referred for consideration proposals made for alterations in the Rules or in the details of established practice of shipbuilding.

The new Rules introduce new formulae for numerals used in determining scantlings, and make provision for only two main types of ships—(1) the full scantling vessel, (2) the class of vessel having a continuous superstructure such as an awning or shelter deck. The formulae to be used in future are as follows:

$$\text{Transverse numeral} = B + D,$$

$$\text{Longitudinal numeral} = L(B + D).$$

Girth on the midship-section no longer influences scantlings directly. The length (L) is to be measured from the fore side of stem to the after side of post on the upper deck, instead of from after side of stem to fore side of post, as in the Rules of 1870. The moulded depth (D) is to be measured at the middle of the length from the top of keel to the top of beam at side (instead of at the middle line) of the uppermost continuous deck, except in awning or shelter-deck vessels, where it may be taken at the deck next below the awning or shelter deck, provided the height between decks does not exceed 8ft. The breadth (B) is the greatest moulded breadth of the vessel. The proportions of length to breadth are taken to the uppermost continuous deck, and in the way of a long bridge to the bridge deck. For vessels exceeding 14 depths in length plans showing the proposals for a sufficient strength longitudinally must be submitted for approval by the Committee. The revised Rules and tables include vessels up to 680ft. in length and cover all vessels hitherto classed by Lloyd's except the *Zurita* and *Mauritania*. The general effect of the new Rules will be to lessen structural weight somewhat, while ample structural strength will be secured. In consequence of the universal employment of thoroughly tested steel instead of the practically untested iron used 40 years ago, shipbuilders have now an assurance of uniformity

in quality and strength not then possible. Load-line legislation now governs the maximum weights to be carried by British ships, and consequently enables scientific analyses and calculations of stresses and strains to be carried much further than was possible formerly.

## STANDARDIZATION.

The maximum spacing of transverse frames permitted in future for the largest vessels is 33 in. In the rules of 1855 the corresponding spacing was from 16 in. to 18 in. In 1863, from 25 in. to 24 in. In the Rules now superseded it was 20 in. to 27 in. For warships the frame-spacing is commonly 4ft., but the conditions of service are different. In order to minimize the increase in weight produced by passing from one grade of numerals to another the new Rules provide that the frame spacing shall be increased by steps of half an inch; and that thicknesses of plating shall be increased by steps of two one-hundredths of an inch (practically equal to half a millimetre) instead of by five one-hundredths, as provided previously. For mild steel plates the thickness corresponds to an increase of about 0.82 lb. in weight per square foot. In Admiralty practice since mild steel began to be used, plates have been ordered by weights per square foot, and bars by weights per foot run; the system has worked well, and is easily applied in practice.

Lloyd's Register Committee, has shown sympathy with the Engineering Standards Committee, and principal officers of their staff have served on sub-committees dealing with materials used in the construction of ships and their machinery. In the new Rules the sections required for angles, bulb-angles, T-bulbs, channels, bars, &c., are nearly all "standard sections," and this fact will be helpful to both manufacturers and shipbuilders. The Committee propose to maintain their established practice and to consider special types of ships and systems of construction with a view to classification. These exceptional cases have been numerous recently, including vessels in which the longitudinal system of framing has been developed, or unusual structural arrangements have been adopted in order to gain efficiency in particular trades. This broad-minded policy is desirable in the interests of both shipbuilding and commerce. In view of effect towards the Committee can command the services of an experienced and scientific staff. So long as they continue to assist progress in mercantile shipping by action such as has been taken in the preparation of the new Rules, the Committee may feel confident that Lloyd's Register Book will maintain the proud position which has been secured by the efforts of successive administrators since its foundation 75 years ago.

## MORRIS DANCES.

In these latter days everybody is a collector of antiques. "Let us go out and collect something" is the modern variant of the old blood-thirsty saying sarcastically imputed to the Englishman with leisure to dispose of. Some of us are already weary of the mania for collecting, and are in a mood of rational indignation, and are disposed to scoff at the sight of plates climbing walls, spoons lurking in locked cabinets, pewter sent into exile from the tap-room, and other useful objects superannuated, so to speak, from the service of mankind and condemned to fantastic uselessness merely because competition among collectors has set an unnatural price on them. Even less excusable seems the treasuring of things for which modern life could find no possible use. In many cases the result of antiquarian research fall into a like condemnation, being equally useless from the scientific point of view and from that of artists.

Equally fascinating are the Morris dances which have been preserved for us by little brotherhoods of athletes—remember that these, like all true country dances, demand vigour rather than elegance—in various parts of England, including Oxfordshire. Many of us remember seeing the Morris danced down the High at Oxford at Whitsuntide, but little attention was paid to such manifestations of the desire of country people to desire as old and as young as England, for translating simple music into rhythmic movements of the body. We thought it all a somewhat unnecessary survival of old customs, and passed on without an afterthought of its significance to our own playing-grounds. Certainly the Headington Morris-dancers did not dare to hope that the outer world would ever become interested in their mystery and that they would be constantly invited to London and other far-off cities to teach the dances which had been handed down from father to son. It is rather a pity that no Oxford undergraduate of the days when the poems and prose romances of William Morris came as the accepted revelation of an earlier England, with its simple-thoughted and uncomplicated men and women, ever thought of learning Morris dancing. In might have caught on as an athletic diversion, since, like rowing, it requires every muscle in the body to be well-tempered and is really a pastime for men rather than women—ball-room dances with their gentle gliding, and spraying movements being more suitable for harmoniously developing the physique of the latter. All the lessons of the ball-room dancing-master, all the unnatural subtleties summed up in the phrase "light fantastic toe," must be forgotten by those who wish to dance the Morris in good form and to acquire the graceful vigour of such a true artist as Mr. Kimber, the leader of the Headington Morris "side," who keeps his body erect and at rest—this is the essential point in the traditional style, even when executing the "capers" which are the Morris steps at their loftiest and most vigorous, albeit differing only in degree, not in kind from the least exuberant movements.

One may, perhaps, describe the steps as constituting a kind of glorified walking—the "walking on air" of a successful lover. Children instinctively adopt the Morris-step in moments of delight; examples of it may be seen whenever a school is released on a fine summer's day. It is practically alike throughout all the dances, varying only in force—there must always be force enough to cause the bells worn on the shin to make their gay shimmering sound, in length of stride, and in the height of the uplifted foot. The forward or stepping-foot is lifted as in walking, as if to step forward, and then is vigorously straightened in a kick, so as to ring the bells. As the forward leg is straightened a hop is made on the rear foot; the dancer alights on the toe, but lets the heel go down immediately. In the step most commonly used, the raised foot is thrust forward only so far that when the leg is straightened to kick the forward leg is roughly the length of the dancer's foot in advance of the toe of the supporting foot. In the high step, chiefly in the figures called "capers" (the music tells when these extraordinary efforts are required), the dancer should raise the forward foot till the toe is as high as the knee of the supporting leg.—The jump which in many cases begins and ends a measure, requires the dancer to leap as high as his own uplifted foot, holding legs and body straight when in the air and alighting on his toes so as to break the heels to come firmly down. On no account must the toe of the uplifted foot be pointed as in

ball-room dancing. The sight of a pointed toe in line with the leg—generally to be seen when ball-room dancers are having their first lessons in the Morris—is a sad blot on the performance. The uplifted foot must always be held at right angles to the leg.


Here, then, is the plain A.B.C. of Morris dancing; the various combinations of the steps and jumps—the Chain, Cross-over Back-to-Back, Go-and-Come, and so on, are simple words, so to speak, which are easily learnt from diagrams, or, still more easily, from watching the dances or, as it were, in which the words are accompanied by small handkerchief and corner-dances, rhythmic movements of the hands are made invariably according to rule. They are such that they harmonize with the movements of the feet, all the limbs thus playing a definite part in the physical accompaniment to the music. Little batons are also used rhythmically, in a variety of ways, as in "Bean Setting," and hands are clapped together in others. There is really no limit to the combinations of these illustrative movements and devices; and the fact that the A. B. C. is simple and based on natural method of procedure and natural gestures enables it to be applied to the interpretation of almost any dance-music. And any able-bodied, able-minded person can learn this A. B. C. in a very short time, seeing that only the natural physique of a normally developed person, not the artificially strengthened muscles of the ball-dancer, is required of the expert.

If the traditional Morris-dance airs it is not necessary to say much. More than a hundred must now have been collected, and many of them are haunting melodies. Formerly they were played upon the pipe and tabor—the "whistle and duff" of rustic par excellence. In Oxfordshire and Gloucestershire it is only of recent years that the violin and concertina have taken the place of the ancient, essentially English, dual-instrument. The pipe is a wooden flute a foot or so in length, with a whistle attachment about two inches below the mouthpiece. The tabor is a small drum, pierced with three holes, two in front and one at the back, which are covered, respectively, by the first and second fingers and thumb of the left hand. From the other fingers of the same hand is suspended the tabor, a small shallow drum, which is struck with a stick held in the right hand. The form and character of traditional English dance tunes must have been affected by the use of such a primitive instrument as the "whistle," restricted both in compass and range of expression. The change to the violin gave a liberty of which, but for the devastating victory of ball-room tunes and dances in English villages, very good use might have been made.

Nevertheless, in the revivals of these living antiques, the Morris-dances, one would like to see the pipe and tabor used once more for making the music, so that the lively pictures they present of old-world merriment, without repining or wistfulness, may be complete in every detail. It is easy enough, as the writer has seen for himself, for an accomplished musician to become an adept with this quaint dual-instrument. In some cases the Morris airs are not traditional, but adapted from composed melodies. A case in point, "The Maid of the Mill," which was composed by Shield for an opera produced at Covent Garden in 1783, and promptly annexed and adapted by Oxfordshire and Gloucestershire Morris men, who transposed it to the mixolydian mode and gave it the distinctive Morris rhythm—a rhythm at once taught, as though it were somehow in the blood, by those who hear the alluring tones of "Trunkies" or "Shepherd's Hey" for the first time, or a little later, the encoined good-bye, lingering but not longing, of "Morris off"—to name only these, of many curiously fascinating tunes.

No doubt the old-world environment in which these wild flowers of a world-wide art grew up has passed away for ever. Not but what they still survive naturally in certain localities—just as, in one corner of an upland meadow in Lancashire, a few white wind-flowers have appeared every May for thirty years to the writer's knowledge, though not to be found elsewhere in that neighbourhood, and have perhaps possessed that pleasure ever since Domesday Book. But because the social life that produced them has vanished, that is no reason at all why we should discountenance the revival of Morris dances. They are better worth preserving as forms of a people's self-expression than the peasant dances of any other European country, if only because, as their virility and vivacity prove, they were not the inventions of a down-trodden peasantry (such as some of the Polish rustic dances, which bear signs of originating in that "hell of peasants") but of free-born, freedom-loving Englishmen—men never reduced by the tyrant of an utterly selfish ruling class to the dreary delights of midnight Satan's Sabbath.

Moreover, even to-day the revival is very much of reality; Morris dances are unquestionably popular with the younger generation. One would like to see them danced in summer-time by the heroes of the football field. Perhaps the revival will not extend in this manner, but in a way to which those who have brought it about may not, possibly, have given sufficient attention. The A. B. C. of Morris dancing may be used—why not?—for making new poems of rhythmic sound and action which constitute a national school of dancing. These new Morris dances, would be to the old ones as Sir Walter Scott's poems are to the traditional ballads. As yet no English composer of light opera, so far as the writer knows, has thought of using the Morris dances at Sullivan was an old "chanty" in *The Yeomen of the Guard*, thus making a piece of haunting music which once heard cannot be forgotten.—*The Times*.



**LEA & PERRINS' SAUCE**

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